



Dr. F. W. Hodge at Hawikuh

THE SCHOOL OF AMERICAN RESEARCH

By Lansing B. Bloom

This institution, first organized in 1908 as the School of American Archaeology and incorporated in 1917 under its present title, was created by the Archaeological Institute of America for the purpose of conducting in America work similar to that which the Institute carries on in other parts of the world through similar American Schools and Foundations, as in Rome, Athens, Jerusalem, Mesopotamia, and France.

The School of American Research has its seat in Santa Fe, New Mexico, and operates primarily through the Museum of New Mexico, which is one of the State's educational institutions, created by legislative appropriation. The buildings occupied by the School and Museum include the Old Palace, residence of Spanish Mexican, and American houses for 300 years and taking in the entire north side of the plaza; the Art Museum, northwest of the plaza; and the director's residence, just to the north on Lincoln Avenue.

The School and Museum also act as field sites. Old Pecos, the San Diego de Jemez mission, and half of Tabara or "Gran Quivira" border a claim which is held to the Carat and Tabara missions are the most important remaining examples of the old Franciscan missions in our state.

The School of American Research is not a school in the ordinary meaning of the word, for holding classes and recitations, but is primarily an institution for graduate study and research by men and women who have already had university or college work, and for the training of such students in the arts and sciences of Man. Much of the work of the School is done in the field, or by specialists in its studios and laboratories.

Concessions have been held at different times, or are now held, for

excavation in the Chaco Canon, on the San Diego de Jemez grant, in the Santa Fe Forest, on the Gran Quivira and Bandelier National Monuments, in southern Mexico, and in Central America. Other institutions and individuals also have secured such rights to excavate, so that the work of study and, when possible, of preservation has been going on in many different parts of the state. This past year Dr. F. W. Hodge has continued his important work at Hawikuh, the Zuni pueblo first seen by Fray Marcos de Niza in 1539 and visited by Coronado the following year. The Museum has continued its research work in the Chaco and in the Jemez country, with interesting and valuable results.

The fact is that there are important archaeological remains in practically every part of New Mexico and the people of our state ought to realize the need of supporting and working with our State Museum. It should be a matter of pride for New Mexico to do a fair share of the scientific research which is to be done within our state, and the benefits of which will go to other states and other institutions if it is not done through our Museum.

By its publication, "El Palacio," which appears twice a month, the Museum keeps in touch with an increasing number of those who realize the value to New Mexico of its archaeological and historical remains. Affiliated with the School and Museum is the New Mexico Archaeological Society of some 700 members, each of whom receives "El Palacio." Dues are \$200 a year, and this society has just done the first of a very great service in helping acquire an invaluable collection of pottery from the Casas Grandes area in Chihuahua. Representative displays of such pottery and other material from many different areas of New Mexico may be seen in the Old Palace, the Governor's, and in the Museum plans to have this prehistoric record typical of the whole state.

record innumerable instances of small armies that have gone into battle inspired by the martial strains of their national airs, and have returned victorious over enemies far superior in numbers.

But the power of music has not by any means been confined to the martial side of the world's history. It has played a no less important part in the moulding of home life, and it is upon this latter phase that we wish to lay the greater emphasis at this time.

It is a fact that a very large percentage of the human family derives at least at times, keen enjoyment from music, but it is equally true that only a comparatively small percentage of people have sufficient musical talent to be able to play upon any instrument or to sing with any degree of perfection. The result has been that until recent years, the opportunities for these people to enjoy good music have been limited to such times as they were able to attend some form or other of musical entertainment or recital, and especially among people living in country districts, these opportunities to listen to good music have been rare.

Today, however, as a result of the development of that most wonderful of musical inventions, the phonograph, even a family living miles from the smallest railroad junction, on the open prairie or in the heart of the mountains, may enjoy at will the finest efforts of the greatest masters of vocal and instrumental music; may listen to the perfect reproduction of the voices and playing of the World's greatest artists, whom the audiences of our great metropolitan cities are paying thousands of dollars to hear.

On another page of this paper will be found an advertisement headed "Keep the Sun shining on Sunny Crest." New Mexico is known as the "Sunshine State," but even in "Sunny New Mexico," we believe that the Sun will seem to shine a little brighter in any home that is blessed with a high grade phonograph. "Music bath charms" to soothe, to inspire, to entertain, and the "Brunswick will do it."

DINE AT THE DE VARGAS

There are some people who hesitate to go to a big hotel for their meals because they believe that it is impossible to get a "square meal" at such a place without having to pay two or three dollars for it. This belief, however, is unfounded, at least in the case of the De Vargas Hotel, according to W. J. Lackie, manager of the dining room at that famous hostelry.

Mr. Lackie went on to explain that while his prices are perhaps just a trifle higher than prevail at some other places, yet he uses only the best grades of meats and all other food products and always serves generous portions, and that it is easy for anyone who wishes, to order a very good dinner from his a la carte menu for from 75 cents to \$1.00, while he serves a generous luncheon for 25 cents and club breakfast at from 25 cents up.

The De Vargas dining room is one of the most attractive in the State, each table being equipped with an individual electric light and supplied with high grade linen and silverware. The service also is unexcelled, and particular patrons are sure to enjoy a quiet restful hour while dining at the De Vargas.

Mr. Lackie also caters to private luncheon and dinner parties and banquets.

STATEMENT OF WILLIAMS AT HEARING ON RATES AT PHOENIX LAST WEEK

Hugh H. Williams, chairman, and E. F. Coard, rate clerk, of the New Mexico Corporation Commission attended the hearing of the Interstate Commerce Commission at Phoenix last week as New Mexico's representatives in opposition to the application of the railroad to be allowed to charge a less rate on shipments to Pacific coast points than to intermediate points on which they have a shorter haul.

According to the Arizona papers, Messrs Williams and Coard made a very strong case against the railroad and largely as a result of their preparation and efforts it is believed that the application will be rejected.

Mr. Williams statement follows:

My colleagues on the New Mexico State Corporation Commission and I are absolutely opposed to and protest against the approval of the fourth section applications under consideration in this proceeding for the following reasons:

First, because as a matter of principle and equity they are not in favor of a departure from the long and short rule of the Interstate Commerce Act under any circumstances even though under the fourth section as amended the Commission may in special cases, after investigation, authorize a carrier to charge less for the longer than for the shorter distance, provided such charge is reasonably compensatory for the service performed.

Second, because the proposed west-bound transcontinental commodity rate is allowed to become effective as contemplated, would unjustly discriminate against the intermountain states, including New Mexico, to the undue preference and advantage of the so-called California and North Pacific Coast terminals.

Third, because the blanket rates are intended to apply from intermediate points of origin to Transcontinental Groups A to J, but not to intermediate points of destination. In other words, the long and short haul is to be observed from eastern points of production and disregard to western points of consumption which are located in the Rocky Mountain region. This in itself would create an unduly prejudicial situation at such interior points as Albuquerque, Tucuman and Deming, New Mexico, which are on the main lines of the Santa Fe, Rock Island and Southern Pacific Systems, respectively—three of the principal transcontinental carriers.

Fourth, because any reduction in the trans-continental rates without corresponding reductions in the rates to intermountain territory would have the effect of depriving it of the natural advantage of its geographical location closer to the sources of supply in the eastern and central states.

Fifth, because under the guaranty clause of the Interstate Commerce Act the rail carriers are entitled to earn a return of 6 per cent on the aggregate value of their properties held for and used in the transportation service, and the establishment of rates which are not reasonably compensatory for the service performed would inevitably result in a loss sustained thereby being borne in part at least by shippers in the intermountain territory, thus imposing an unjust and unreasonable burden upon such shippers.

Sixth, because the commodities on which fourth section relief is sought consist exclusively of products of manufactures and as such constitute only a small portion of the total revenue tonnage of the railroad engaged in the trans-continental traffic, and therefore water competition is not of such compelling force or of such an aggravated nature as to require the rail carriers to haul such commodities at less than reasonable rates.

Lastly, because Section 500 of the Transportation Act, 1920, declared it to be the policy of Congress to promote, encourage, and develop water transportation service, and facilities in connection with the commerce of the United States, and to foster and preserve in full vigor both rail and water transportation, and to allow the railroads to violate the long and short haul rule on trans-continental traffic would have a direct and indirect effect upon the best lines of what Congress intended.

Under existing circumstances and conditions, I submit that water competition is not a sufficient justification for penalizing the intermountain territory and perpetuating an injustice upon the shippers and receivers of freight located therein. If the present level of rail rates is so high that most of the traffic offered at the seaports is borne by water, the railroads have a perfect right to reduce such rates so as to enable them to get their fair proportion of the business, but they certainly ought not to be permitted to do this at the expense of another section of the country which is dependent entirely upon rail transportation. They should not be allowed to have two different sets of rates applying on the same commodities over the same routes and in the same direction, the lower and involving a greater distance ostensibly to meet water competition, and the higher to apply at intermediate points in the west, where the inhabitants are entirely at the mercy of the railroads.

In my opinion, the present rates from eastern and central states to points in New Mexico are excessive, speaking of the rate structure generally. But even if these rates were reasonable in and of themselves, we are entitled under the law to something more than reasonable rates. We are entitled to rates that are non-discriminatory and non-prejudicial, rates which will not take away from us the natural advantage of our location and give the Pacific Coast terminal points an undue preference commercially.

Mr. Chambers, I am informed, stated in the course of his testimony at the Chicago hearing, that the maximum development of country and transportation justified a scattering of manufactures to all parts of the country rather than a concentration upon the Atlantic seaboard. That squares with my views exactly, and also I am glad to say with the views of President Harding, that that is the principal reason for my objections to any fourth section violations. I would like to see more factories and other industrial enterprises established in New Mexico. Mr. Chambers takes the position that this market competition justifies the blanketing of rates at eastern and central points of origin, but I don't

know how he justifies the failure to observe such rates as maxima at interior points of destination. It is a poor rule that doesn't work both ways. The adjustment proposed by the railroad seems to me to be a case of playing both ends against the middle, and in this instance the intermountain territory happens to be the middle, because the carriers have, figuratively speaking, moved the Atlantic Ocean as far back as Chicago and St. Louis and deliberately left the Pacific Ocean stay where the Almighty put it.

If it is desirable to recognize market competition at such interior points as Pittsburg, Cincinnati, Chicago and Kansas City, why isn't it equally desirable to recognize it at Denver, Salt Lake City, Spokane, El Paso, Albuquerque and Phoenix? The answer is obvious. The railroads find the long haul profitable and they realize that an adjustment of west-bound commodity rates which does not take market competition into consideration would have a disastrous effect upon these eastern interior points and dry up traffic to and from such points, whereas a departure from the long and short haul rule in intermountain territory would mean no appreciable loss of tonnage, even though it did impose an unjust burden upon that section of the country and added materially to the cost of living there. We have no alternative but to ship by railroads the goods we produce and those we consume.

To relieve the railroads engaged in the transcontinental traffic from the long and short haul rule would not only be a discrimination against the intermountain territory but it would be unfair to the steamship lines, which have just as much right to exist as the railroads and are entitled to just as much protection. While, of course, I do not pretend to know what the attitude of the water carriers will be if the railroads are given the fourth section relief asked for, I am confident that they will retaliate by reducing the ocean rates and they would undoubtedly be in a position to do so should Congress exempt from the payment of canal tolls as now seem probable. The railroads would then have to appeal to the Commission for further relief if they still wanted to compete for the coast to coast business and a merry rate war would be on.

When the fourth section of the Interstate Commerce Act was amended in 1920 by the inclusion of the mandate that the Commission should not permit the establishment of any charge to or from the more distant points that is not reasonably compensatory for the service performed, we were under the impression that our rate troubles were over in intermountain territory, so far as the transcontinental adjustment was concerned. But it seems that we were mistaken and we have the same old fight on our hands again.

We in New Mexico want to see the railroad prosper and are pulling to do everything that can reasonably be expected of us to contribute to their prosperity. We take this position from an entirely selfish standpoint. We appreciate that if our state is ever to be developed and attain the growth it should, we must have additional railroad lines and that capital can not be acquired for the construction of new or the extension of old roads unless the return thereon is made attractive. New Mexico today has less railroad mileage in proportion to its area than any other state in the Union, and as a result the development of its wonderful natural resources is being retarded.

Under the circumstances, in opposing the granting of fourth section relief, I do not wish to have it appear that I am antagonistic to the railroads. I want to see them get a square deal. They should have rates that are compensatory and by that I mean rates that will produce the return to which they are entitled under the law, but they should not be permitted to make rates from and to certain favored points which do not meet their just proportion of the overhead expense in addition to the out-of-pocket cost.

I was elected by the people of New Mexico to a position I hold and according to their wishes are my interests. The principal jobbing firms and several of the commercial organizations of the state are members of the Intermediate Rate Association, which is taking the initiative in opposing these fourth section applications, and I sincerely believe that an injustice will be done the citizens of New Mexico and those of other states in the Rocky Mountain region as well, if the proposed rates become effective and are restricted in their application to terminal points only. We, of course, would have no objection whatever to these rates, if they were held as maxima at intermediate points, and that is what I personally think should be done, because I am convinced in my own mind that such rates meet the test of reasonableness.

The National Association of Railway and Utilities Commissioners at its recent convention in Atlanta, Ga., unanimously adopted a resolution, urging congress to make the long and short haul absolute. This resolution was passed after the Counties fourth section applications had been filed with the Interstate Commerce Commission and the several state commissions had been officially notified of the time and place of hearings thereon, and conclusively shows how the National organization stands on the proposition.

In conclusion I desire to read into the record an excerpt from the message of President Harding delivered to Congress on December 6th, as follows:

"The existing scheme of adjusting freight rates has been favoring the basing points, until industries are attracted to some centers and repelled from others. A great volume of unproductive and wasteful transportation has attended and the cost increased accordingly. The grain milling and meat packing industries afford ample illustration and the attending concentration is readily apparent.

The menaces in concentration are not limited to the retarding influences on agriculture. Manifestly the conditions and terms of railway transportation ought not to be permitted to increase the undesirable tendency. We have a just pride in our great cities, but we shall find a greater pride in the nation which has a larger distribution of its population into the country, where comparatively self-sufficient smaller com-

munities may blend agricultural and manufacturing interests in harmonious helpfulness and enhanced good fortune.

NEW MEXICANS VISIT WASHINGTON: GABEL LEARNS SOMETHING ABOUT FISHING

Washington, Dec. 24.—New Mexico was somewhat conspicuously in evidence in Washington in the week before Christmas in the persons of Thomas Gable, Game Warden, Hon. M. C. Spicer, attorney-at-law, of Socorro, and Henry Rolfe Brown Adjutant General. Headquarters was established at Senator Bursum's office where the latch string is always out for anybody from the Sunshine State, by the trio, and excursions to about every place worth visiting were made from there, frequently under the direction of Governor George Curry who knows the capital by heart. Senator Bursum was busy on the floor of the Senate, and could not do much running around with his fellow citizens, but Governor Curry took an hour off now and then to do the chaperoning. He took Gable to the White House for what Gable thought would be a very formal call—may be a very brief one. Instead the President immediately took a fancy to Tom and talked fish like a sure enough Isaac Walton. He told the Game Warden things about fish he had never heard before. He showed him how to cast a line for bass, how to go after trout, and discussed the habits of the finny tribe at great length and with spirit and knowledge of the subject; and all the time two hundred or more visitors stood aside waiting to be permitted to enter the presidential presence for a shake of the Harding hand. Then Gable was taken to see General Pershing who received him most heartily and recalled the days when he was stationed at Fort Stanton and the good fellows he knew. Of course Gable saw the Fish Commissioner and plainly told him just exactly what he wanted in the way of material especially to stock the Elephant Butte dam, proposing if the government was out of funds as was claimed that he would pay the freight; and that altered the situation very much.

Judge Spicer had important business with Attorney General Daugherty which required him to be at the Department of Justice several times. On Monday the 19th he was admitted to practice before the United States Supreme Court having been presented by Senator Spencer of Missouri and one of the judges of the Court of Claims. Chief Justice Taft was presiding.

General Brown earnestly undertook to obtain authority to recruit the National Guard of New Mexico to a greater strength than now, but without avail the Secretary of War holding that the state already has its full quota under existing conditions. By arrangement with the President General Brown called on Director Forbes of the Veterans' Bureau in company with Senator Bursum. He was the guest of Senator Dupont

at dinner one evening at the Willard. Frank Springer and wife have returned to the city and are at home at the Dresden Apartment, where they have resided for a long while.

Attorney General Harry S. Brown made a hurried trip to Washington and transacted business in which the State was concerned leaving without seeing the sights.

Senator Bursum is so busy with official duties that he will have to forego going home for the holidays. However if he can so arrange his public affairs he will be in New Mexico early in January for a short stay. The senator is especially active on the committees on public lands, pensions, and military affairs. He also is a member of the committees on Civil Service and Privileges and Elections. And he has a multitude of things that daily take him to the Departments when he can get away without hours.

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